



**Request for Speed Hump(s)**

Please provide evidence of neighborhood support for participation in the program. The attached form can be used for the request. Eighty percent of the residents on a street *or block* must indicate a desire for speed humps, and the neighborhood should reach agreement on the location of the speed humps. See Attachment A below for guidance on the placement of street humps.

Please return this sheet (completed), the petition sheet, and a location map (with the locations requested indicated) to the Selma Permits and Inspections Department.

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We, the undersigned residents of \_\_\_\_\_ (street) in  
\_\_\_\_\_ (subdivision) hereby submit the  
petition and location map requested by the City, and thereby offer support for the  
installation of speed humps.

Date: \_\_\_\_\_

**Petitioner's Contact Representative:** \_\_\_\_\_

**Phone:** \_\_\_\_\_

**e-Mail:** \_\_\_\_\_

Questions should be referred to

Rene Saenz, CPM, CFM  
Director of Development Services & Infrastructure  
(210)651-7829  
[rsaenz@ci.selma.tx.us](mailto:rsaenz@ci.selma.tx.us)





## **ATTACHMENT A**

Location and spacing of speed humps will be evaluated on a case by case. In most cases, speed humps intended to operate in series would be located no closer than 200 feet apart and no farther than 750 feet apart. Where unaffected by other locational factors they would normally be located at least 275 feet apart and no farther than 500 feet apart within a single block. On short blocks (less than 500 feet in length), a single hump per block would be typical. Spacing and number of speed humps will vary depending on the absence or presence and type of intersection control at the limits of and within the segment where speed humps are to be employed.

The first hump from either direction in a series should, if practical, be located in a position where it is least likely to be approached at high speed. Possible placements to achieve this objective include putting the first hump in a system close to (but not less than) minimum safe stopping distance from an intersection, preferably a controlled intersection, close to minimum safe stopping sight distance of a small radius curve or at the top of a hill (rather than the middle or bottom) where a lengthy downgrade is involved. Where solo speed humps are employed the placement objective is to minimize the likelihood of a high speed approach from either direction. This is usually accomplished by placement roughly at mid-block.